

Appendix C: Planning Consistency Form

Planning Requirements for Environmental Document Approvals with Segmented Implementation

Document Information:	
Date: <u>3/24/2014</u>	Document Type: <u>EIS</u>
Document Status: <u>Available to Public</u>	
Project Name: <u>SR 87 Connector</u>	FM #: <u>416748</u>
Project Limits: <u>SR 87S/US 90 to SR 87N/Southridge Road</u>	ETDM #: <u>12597</u>
Are the limits consistent with the plans? <u>Yes</u>	
Identify MPO(s) (if applicable): <u>Florida-Alabama TPO</u>	Original PD&E FAP# <u>SFT1 296 R and S129 348 R</u>

Segment Information: (Add additional tables as needed to describe all segments within the logical termini limits. Clearly identify segment representing the next funded phase)					
Segment Limits:					Segment FM #: <u>416748-</u>
Currently Adopted CFP-LRTP	COMMENTS				
Yes					
PHASE	Currently Approved TIP	Currently Approved STIP	TIP/STIP \$	TIP/STIP FY	COMMENTS
PE (Final Design)	Y	Y	\$14,714,314.00	2016-2020	See Appendix B
R/W	N	N	\$		Currently outside the horizon of 2035 LRTP; Will be seeking Federal Funding for this phase.
Construction	N	N	\$		Currently outside the horizon of 2035 LRTP; Will be seeking Federal Funding for this phase.

FDOT Preparer's Name: Peggy Kelley

Date: 3/24/2014 **Phone #:** 850-330-1517

Preparer's Signature: 

Email: peggy.kelley@dot.state.fl.us

***Attach:** County Comprehensive Plan, LRTP, TIP, STIP pages

Planning Consistency Form

Appendices

Appendix A: County Comprehensive Plan Excerpts. This attachment includes verbiage from Transportation Element and Future Transportation Corridor Map.

Appendix B: 2035 FL-AL LRTP excerpts. This attachment highlights both narrative references to the SR 87 Connector, listings of the project from the LRTP and the Cost Feasible Plan. Report lists item # 54, SR 87 Connector, to be provided with \$14,714,314 for **Design** in 2016.

Appendix C: FY 2011 STIP and FY 2012 STIP. This attachment references funding allocations for the PD&E phase of the SR 87 Connector. No funds had been allocated for **Design** in the previous and current STIPs

Appendix D: FL-AL FY 2014-2018 TIP. This attachment shows the SR 87 Connector as #10 in the TIP Appendix. In addition, the Design Phase is shown in Green as Cost Feasible for #19 SR 87 Connector in Table 2, *FY 14-18 Non-Strategic Intermodal System (Non-SIS) Project Priorities*.

Appendix E: FL-AL FY 2009-2013 TIP. This attachment shows the listing of items 9 and 12 regarding the **PD&E** funding in the TIP when the project started.

Narrative

SR 87 S/SR 87 N Connector New Alignment

This project is currently Priority 19 in Non-SIS Project Priorities. The PD&E Study began in 2009, and will be submitted to FHWA in the Spring of 2014 for public availability review and approval. The Design Phase for this project is included in the Cost Feasible Plan (CFP) of the 2035 Long Range Transportation Plan (LRTP) for the Florida Alabama TPO. The design funds are programmed in the 2016-2020 time period at an estimated cost of \$14 million. The ROW and Construction for this project are beyond the 2035 LRTP. ROW is estimated to occur during the FY 2041-2050 time period for a minimum period of 24 months. The Construction is estimated to occur during the FY 2046-2055 time period for approximately 3-5 years.

Santa Rosa County
Comprehensive Plan Excerpts
and Future Transportation Map

SR 87 Connector

Transportation Element

Goal 4.1 • To provide a safe, cost effective, and functional transportation system for all residents of and visitors to Santa Rosa County that appropriately balances access and mobility needs.

Public Purpose: To establish and maintain the desired and projected transportation system in Santa Rosa County and particularly to plan for future motorized and non-motorized traffic circulations systems. Future traffic circulation systems are supported by goals, objectives, and policies contained herein, and are depicted on the Future Transportation Map Series in this element (reference Figures 4-1 through 4-4).

Objective 4.1.E • Give the highest priority to transportation projects that will relieve existing traffic congestion.

Policy 4.1.E.1 • The County shall use measures of congestion to prioritize transportation projects in the Capital Improvements Element.

Policy 4.1.E.2 • The County shall continue to request, recommend, and support immediate roadway improvements in order to relieve the congestion on the segment of US 90 between Canal Street and SR 87S.

Policy 4.1.E.3 • The County shall continue to request, recommend, and support immediate roadway improvements in order to relieve the congestion on the segment of SR 281 (Avalon Boulevard) between 1-10 and US 90.

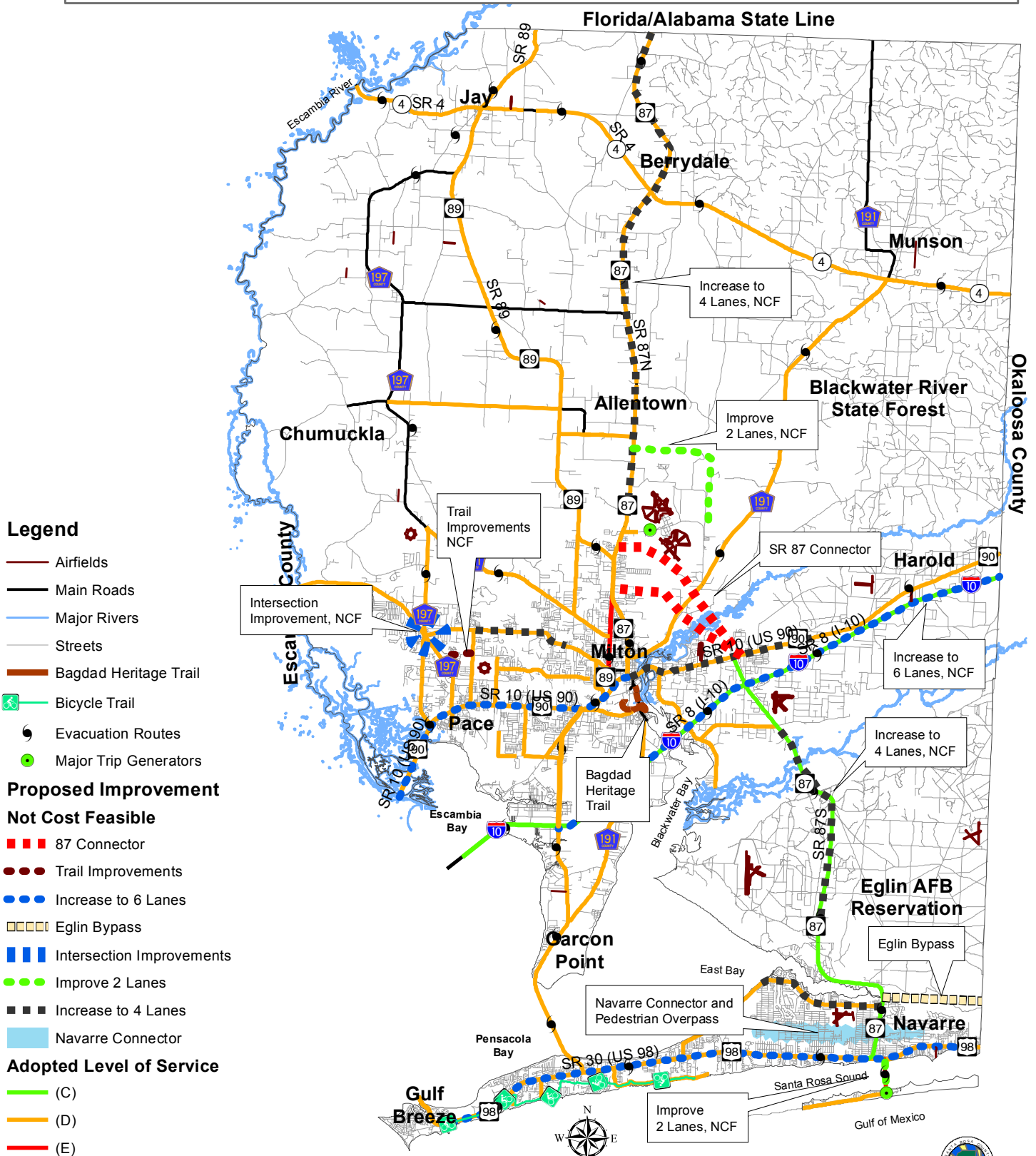
Policy 4.1.E.4 • The County shall continue to request, recommend, and support immediate roadway improvements in order to relieve the congestion on all segments of US 98.

Policy 4.1.E.5 • Maps 4-1 through 4 show the planned future transportation system for Santa Rosa County and is incorporated herein by reference.

Objective 4.1.F • Provide a transportation system that optimizes preservation and efficiency of existing transportation facilities by minimizing the need for new highway construction through identification of strategies to reduce travel demand, encourage alternate modes and implement traffic operations improvements.

Policy 4.1.F.1 • The County will coordinate with the Florida-Alabama Transportation Planning Organization (TPO) in the development of the Traffic Operations Project Priorities for inclusion in the five year Transportation Improvement Program and in the development of the Transit Development Plan.

Santa Rosa County
Future Transportation Map Series
Map 4-4 - Needs Not Cost Feasible w/Existing Revenue Sources through 2023
Roads and Trails
Revised November 2011



Corridor Management Project to be implemented along US Highway 90 and US Highway 98.

Additional Changes to the Capital Improvement Element will be reflected in these maps.

Map Document: (C:\mav's-d-drive\mav\work\Nancy\FIumMap UpdateNov2011\New 4-4 Not Cost Feasible.mxd)
11/8/2011 -- 8:34:52 AM

Community Planning, Zoning and Development Division
November 8, 2011

2035 Florida-Alabama
Long Range Transportation Plan

SR 87 Connector

1. Narrative and Excerpts
2. Cost Feasible Plan

SR87 Connector – SR87 South to SR87 North

The purpose of the SR 87 Connector Project Development and Environment (PD&E) Study is to develop a proposed improvement strategy that is technically sound, environmentally sensitive and publicly acceptable. This project is needed to provide for a new roadway facility linking SR

87S with SR 87N, as an alternative to the existing shared facility of SR 87 and US 90, which is a constrained facility that is currently operating at a failing level of service (LOS F). Therefore, the primary need for this new corridor is to provide additional capacity, and to improve regional connectivity by providing a more direct route from areas of high growth in northern Santa Rosa County, such as the Berryhill Road area, to I-10 and to areas further to the south.

Likewise, access will be improved to and from I-10 for the Whiting Field U.S. Naval Air Station, and the County's Joint Use Planning Area near Whiting Field. It is also anticipated that this new facility would provide relief to Ward Basin Road and its intersection with US 90. It is also intended to provide much needed relief to the US 90 Blackwater Bridge.

Emergency Evacuation

SR 87 serves as a vital evacuation route for northbound traffic destined for I-65 in Alabama. During times of hurricane force winds, both the Escambia Bay Bridge and the Garcon Point Bridge close. This leaves SR 87 north to the interstate and beyond the only access point out for many beach area communities, such as Gulf Breeze and Navarre. It is the only access point into the area for Emergency First Responders. However, with a portion of the current alignment travelling along a congested portion of US 90, through historic downtown Milton, it cannot function as a contiguous roadway. The project will address future projected deficiencies on an established emergency hurricane evacuation route.

Multi-modalism

The project will also address the need for greater bicycle and sidewalk connectivity in the County with possible connections to the Blackwater Heritage Trail. Unfortunately, Escambia County Area Transit does not provide service to this area of Santa Rosa County and Santa Rosa County does not currently offer transit service. However, in the future if such services were to be provided, the proposed facility would offer greater opportunities in regional network systems for transit.

Roadway Characteristics

Depending on the corridor selected, the project could range between 6 and 12 miles in length. Based upon preliminary project review, the new facility will likely be a two-lane rural facility with an open drainage system; however, in areas where steep grades or poor soil conditions occur near wetlands, separate stormwater retention ponds may be required.

Social Demand and Economic Development

Santa Rosa County has been experiencing considerable growth over the past year, and is also as a bedroom community to the greater Pensacola area. This growth has spurred the need for an improved roadway network. In addition, there are several major traffic generators within the US 90 corridor area, such as new residential developments, the Santa Rosa Criminal Justice Center, the Santa Rosa Corrections Facility, Whiting Field U.S. Naval Air Station, Team Rosa Joint Planning area near Whiting Field, and the Santa Rosa Commerce Park, which will all benefit from the capacity this facility will provide. The need for the project is also related to committed trips associated with future development in the northern portions of Santa Rosa County, as well

as the future development along the US 90 corridor, which is hindered by the existing capacity limits of US 90.

Future Growth

Santa Rosa County has grown 173% since 1980 and is expected to grow another 92% by 2030. This increase will put further demand on the US 90/SR 87 segment, making growth and evacuation difficult due to a lack of capacity. In Traffic Analysis Zones adjacent to the corridor, population is anticipated to grow by 2,648 from 2,029 to 4,677, or 56.62 percent, between 1997 and 2020. Employment is projected to increase by 575 from 908 to 1,483, or 38.77 percent. The number of dwelling units is forecasted to rise by 1,114 from 827 to 1,941, or 57.39 percent.

Traffic Data

According to the Santa Rosa County Comprehensive Plan, the current adopted Level of Service (LOS) standard for US 90 is D. In 2008, US 90 from Ward Basin Road to SR 87N had a failing level of service. Without the proposed improvement, the operating conditions will continue to deteriorate. The Raw Model Volume for the 2020 Needs Plan for this new segment is 9,472. This would provide much needed relief to US 90.

Safety/Crash Rates

The information below contains crash data from the period of 2004 through 2009 according to the Florida Department of Transportation TSAT data base.

On SR 87 south, from I-10 to US 90, between mile points 18.500 (I-10) and 19.769 (US 90), there were a total of 86 crashes, 47 of those were with injuries, and 39 with property damage only. The majority of the crashes in this segment occurred at the US 90/SR 87S intersection.

On US 90, from 87 south to 87 north, between mile points 11.610 and 16.202, there were a total of 234 crashes, 144 of those were with injuries, 1 fatality, and 89 with property damage only. The majority of these crashes were distributed throughout the segment. There was, however, a slightly higher concentration of crashes at the US 90/SR 87N intersection. The single fatality in the segment occurred at mile point 13.847 just east of Ward Basin Road.

On SR 87N, from US 90 to Southridge Road, between mile points 11.610 and 16.202, there were a total of 166 crashes, 113 of those were with injuries, and 53 with property damage only. As with the segment along US 90, the majority of these crashes were distributed throughout the segment. There was, however, a slightly higher concentration of crashes at the US 90/SR 87N intersection.

The new proposed road way will connect SR 87S and SR 87N. Presently, the SR 87 corridor follows along US 90, a congested roadway, for five miles.

This portion of the corridor is operating at a LOS F. Improvements to the existing roadway in this vicinity are difficult due to the historic downtown Milton area. By developing a new

corridor that does not follow the existing US 90 alignment, the traveler would be able to avoid this high traffic area.

Plan Consistency

The proposed new facility is consistent with the Santa Rosa County Comprehensive Plan, and is also referenced in the County's Capital Improvements Schedule in Policy 4.1.E.3. The Comprehensive Plan design year for this facility is currently 2025. As the project moves through the next study phase and a formal forecast traffic report is completed, the design year will change to allow for a standard twenty year forecast year to comply with federal guidelines (Design Year 2035). Likewise, the proposed new facility is in the TIP and the STIP, as well as, in the Florida/Alabama TPO and listed in their five-year work program.

Roadway Capacity Projects						
Map ID	Corridor	From	To	County	Project Description	2025 Need Plan
48	Pine Forest Road (SR 297)	Nine Mile Road (SR 10)	Nine & One Half Road	Escambia	Provide 4 Lanes of Capacity	Yes
49	Pinestead-Longleaf Connector	SR 297 (Pine Forest Road)	US 29 (SR 95)	Escambia	Realign to Provide 4 Lanes of Capacity	Yes
50	Sorrento Road (SR 292)	South Approach to ICWW Bridge	North Approach to ICWW Bridge	Escambia	Provide 4 Lanes of Capacity	Yes
51	Sorrento Road (SR 292)	North Approach to ICWW Bridge	SR 173 (Blue Angel Parkway)	Escambia	Provide 4 Lanes of Capacity	Yes
52	SR 87 North	CR 87A (Langley St)	Alabama state line	Santa Rosa	Provide 4 Lanes of Capacity	Yes
53	SR 87 South	Eglin Air Force Base boundary	CR 184	Santa Rosa	Provide 4 Lanes of Capacity	Yes
54	SR87 Connector (New Road)	SR87 South	SR87 North	Santa Rosa	New 4 Lane Facility (w/ 1 interchange)	Yes
55	Sterling Way	Bell Lan57e	Avalon Boulevard (SR 281)	Santa Rosa	Provide 4 Lanes of Capacity	No
56	US 29 (SR 95)	I-10 (SR 8)	Nine Mile Road (SR 10)	Escambia	Provide 6 Lanes of Capacity	Yes
57	US 29 (SR 95)	Nine Mile Road (SR 10)	CR 95A	Escambia	Provide 6 Lanes of Capacity	Yes
58	US 90	US 90 (Scenic Highway)	East Spencer Field Road	Escambia/ Santa Rosa	Provide 6 Lanes of Capacity	Yes
59	US 90	East Spencer Field Road	Avalon Boulevard (SR 281)	Santa Rosa	Provide 6 Lanes of Capacity	Yes
60	US 90	Avalon Boulevard (SR 281)	SR87 North (Stewart Street)	Santa Rosa	Provide 6 Lanes of Capacity	Yes
61	US 90	SR 87 North (Stewart Street)	Airport Road	Santa Rosa	New/Realigned 4 Lane Capacity	Yes
62	US 90	Airport Road	SR87 South	Santa Rosa	Provide 4 Lanes of Capacity	Yes
63	US 90	SR 87 South	S.A. Jones Road	Santa Rosa	Provide 4 Lanes of Capacity	Yes
64	US 90	US 90 / US 98 Connector	US 29 Connector	Escambia/ Baldwin	Provide 4 Lanes of Capacity	Yes
65	US 90 / US 98 Connector (New Road)	US 98 (SR 30)	US 90 (SR 10)	Baldwin	Provide 2 Lanes of New Capacity	Yes
66	US 98	SR 399 (end of 6 Lanes)	East end of Naval Live Oaks	Santa Rosa	Provide 6 Lanes of Capacity	Yes
67	US 98	Bayshore Road	Portside Drive	Santa Rosa	Provide 6 Lanes of Capacity	Yes
68	US 98	Portside Drive	Bergren Road	Santa Rosa	Provide 6 Lanes of Capacity	Yes
69	US 98	Bergren Road	Belle Meade Circle	Santa Rosa	Provide 6 Lanes of Capacity	Yes

Florida-Alabama TPO 2035 LRTP Fiscal Year 2016-2020 Year of Expenditure Cost Feasible Plan

Project Corridor	To	From	Phase	2010 Cost	YOE Cost
Main Street	Barrancas Avenue	"A" Street	PE	\$206,084	\$259,879
Nine Mile Road (US 90A)	SR 297 (Pine Forest Road)	US 29 (SR 95)	ROW	\$1,000,000	\$1,261,034
			CST	\$12,778,000	\$16,113,493
Nine Mile Road (US 90A)	I-10 (SR8)	SR 297 (Pine Forest Road)	PDE	\$2,261,083	\$2,851,303
			ROW	\$2,100,000	\$2,648,172
SR87 Connector	SR87 South	SR87 North	PE	\$11,668,451	\$14,714,314
Corridor Management Box			PDE	\$620,000	\$781,841
Corridor Management Box			PE	\$1,300,000	\$1,639,344
Corridor Management Box			ROW	\$1,000,000	\$1,261,034
Corridor Management Box			CST	\$6,000,000	\$7,566,204
Enhancement Program				\$2,350,000	\$2,963,430
Transit Capital Box			CST	\$1,250,000	\$1,576,293
Transit Ops Box			CST	\$15,565,764	\$19,628,958
Bike Ped Box			PE	\$400,000	\$504,414
Bike Ped Box			ROW	\$350,000	\$441,362
Bike Ped Box			CST	\$1,000,000	\$1,261,034
ITS Box			CST	\$9,000,000	\$11,349,306

FY 2016-2020 Total \$55,054,847 \$69,426,037

is needed to straighten curves and smooth dips and rises in the road, this would be considered a more expensive and hence longer-term proposition. The TPO will work with local governments and the FDOT to insure these types of improvements are considered in on-going maintenance projects, corridor studies, safety projects, etc. These projects will also be considered during the annual priority setting process by the TPO.

Longer-Term Recommendations

A bridge replacement project on US 90 over Macavis Bayou programmed in the TIP will help alleviate congestion in the east/west direction through Milton. Longer term, the planned SR 87 by-pass will both divert freight traffic around Milton and serve the Whiting Field aviation commerce park. A PD&E study is in progress but funding for ROW and construction are not programmed. Likewise, US 98 suffers from severe congestion and delay, which discourages its use as a major east/west freight through route, but local deliveries are impeded. A future by-pass planned in the Navarre area would alleviate congestion, but funding has not been identified in the TIP at this time.

Improved access to the region's interstate system would benefit existing and proposed economic activity centers. For example, a new interchange on Interstate I-10 at 9th Avenue would provide more direct access to Pensacola Gulf Coast Airport. Such an improvement requires FHWA approval through an Interchange Justification Report (IJR). Funding has not been identified in the TIP at this time.

US 90 (Nine Mile Road) from Chemstrand Road to I-10 could provide access to surrounding land uses if they were to develop in the future as major freight and distribution centers. However, the road is currently failing in terms of congestion and would need improvement and expansion before this could happen.

Roadway Capacity Projects						
Map ID	Corridor	From	To	County	Project Description	2025 Need Plan
48	Pine Forest Road (SR 297)	Nine Mile Road (SR 10)	Nine & One Half Road	Escambia	Provide 4 Lanes of Capacity	Yes
49	Pinestead-Longleaf Connector	SR 297 (Pine Forest Road)	US 29 (SR 95)	Escambia	Realign to Provide 4 Lanes of Capacity	Yes
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51	Sorrento Road (SR 292)	North Approach to ICWW Bridge	SR 173 (Blue Angel Parkway)	Escambia	Provide 4 Lanes of Capacity	Yes
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55	Sterling Way	Bell Lane	Avalon Boulevard (SR 281)	Santa Rosa	Provide 4 Lanes of Capacity	No
56	US 29 (SR 95)	I-10 (SR 8)	Nine Mile Road (SR 10)	Escambia	Provide 6 Lanes of Capacity	Yes
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			CST	\$12,778,000	\$16,113,493
Nine Mile Road (US 90A)	I-10 (SR8)	SR 297 (Pine Forest Road)	PDE	\$2,261,083	\$2,851,303
			ROW	\$2,100,000	\$2,648,172
SR87 Connector	SR87 South	SR87 North	PE	\$11,668,451	\$14,714,314
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Transit Capital Box			CST	\$1,250,000	\$1,576,293
Transit Ops Box			CST	\$15,565,764	\$19,628,958
Bike Ped Box			PE	\$400,000	\$504,414
Bike Ped Box			ROW	\$350,000	\$441,362
Bike Ped Box			CST	\$1,000,000	\$1,261,034
ITS Box			CST	\$9,000,000	\$11,349,306
US98 (Phillip Beal Bridge) ¹	Replacement of existing structure		PE	TBD	TBD
			ROW	TBD	TBD
			CST	TBD	TBD

Appendix E: 2035 Needs Plan Master Project List

Map						2025 Need Plan
ID	Corridor	From	To	County	Improvement	
39	Nine Mile Road (US 90)	University Parkway	Davis Highway (SR 291)	Escambia	Provide 6 Lanes of Capacity	Yes
40	Nine Mile Road (US 90)	Davis Highway (SR 291)	Scenic Highway (SR 10A)	Escambia	Provide 6 Lanes of Capacity	Yes
41	Ninth Avenue (SR 289)	Bayou Boulevard (SR 296)	Langley Avenue	Escambia	Provide 6 Lanes of Capacity	Yes
42	Ninth Avenue (SR 289)	Langley Avenue	Olive Road (SR 290)	Escambia	Provide 6 Lanes of Capacity	Yes
43	Olive Road (SR 290)	Old Palafox Highway (CR95A)	Davis Highway (SR 291)	Escambia	Provide 3 Lanes of Capacity	Yes
44	Olive Road (SR 290)	Davis Highway	Ninth Avenue (SR 289)	Escambia	Provide 3 Lanes of Capacity	Yes
45	Olive Road (SR 290)	Ninth Avenue (SR 289)	Scenic Highway (SR 10A)	Escambia	Provide 3 Lanes of Capacity	Yes
46	Perdido Key Drive (SR 292)	Alabama State Line	South Approach to ICWW Bridge	Escambia	Provide 4 Lanes of Capacity	Yes
47	Pine Forest Road (SR 297)	I-10 (SR 8)	Nine Mile Road (SR 10)	Escambia	Provide 4 Lanes of Capacity	Yes
48	Pine Forest Road (SR 297)	Nine Mile Road (SR 10)	Nine & One Half Road	Escambia	Provide 4 Lanes of Capacity	Yes
49	Pinestead-Longleaf Connector	SR 297 (Pine Forest Road)	US 29 (SR 95)	Escambia	Realign to Provide 4 Lanes of Capacity	Yes
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51	Sorrento Road (SR 292)	North Approach to ICWW Bridge	SR 173 (Blue Angel Parkway)	Escambia	Provide 4 Lanes of Capacity	Yes
52	SR 87 North	CR 87A (Langley St)	Alabama state line	Santa Rosa	Provide 4 Lanes of Capacity	Yes
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55	Sterling Way	Bell Lane	Avalon Boulevard (SR 281)	Santa Rosa	Provide 4 Lanes of Capacity	No
56	US 29 (SR 95)	I-10 (SR 8)	Nine Mile Road (SR 10)	Escambia	Provide 6 Lanes of Capacity	Yes
57	US 29 (SR 95)	Nine Mile Road (SR 10)	CR 95A	Escambia	Provide 6 Lanes of Capacity	Yes
58	US 90	Us 90 (Scenic Highway)	East Spencer Field Road	Escambia/Santa Rosa	Provide 6 Lanes of Capacity	Yes
59	US 90	East Spencer Field Road	Avalon Boulevard (SR 281)	Santa Rosa	Provide 6 Lanes of Capacity	Yes

Cost Feasible Plan Modification Report



FLORIDA-ALABAMA 2035 LONG RANGE TRANSPORTATION PLAN OR BLUEPRINT 2035

Prepared for

**Florida-Alabama Transportation Planning Organization and
The Florida Department of Transportation, District Three**

Prepared by

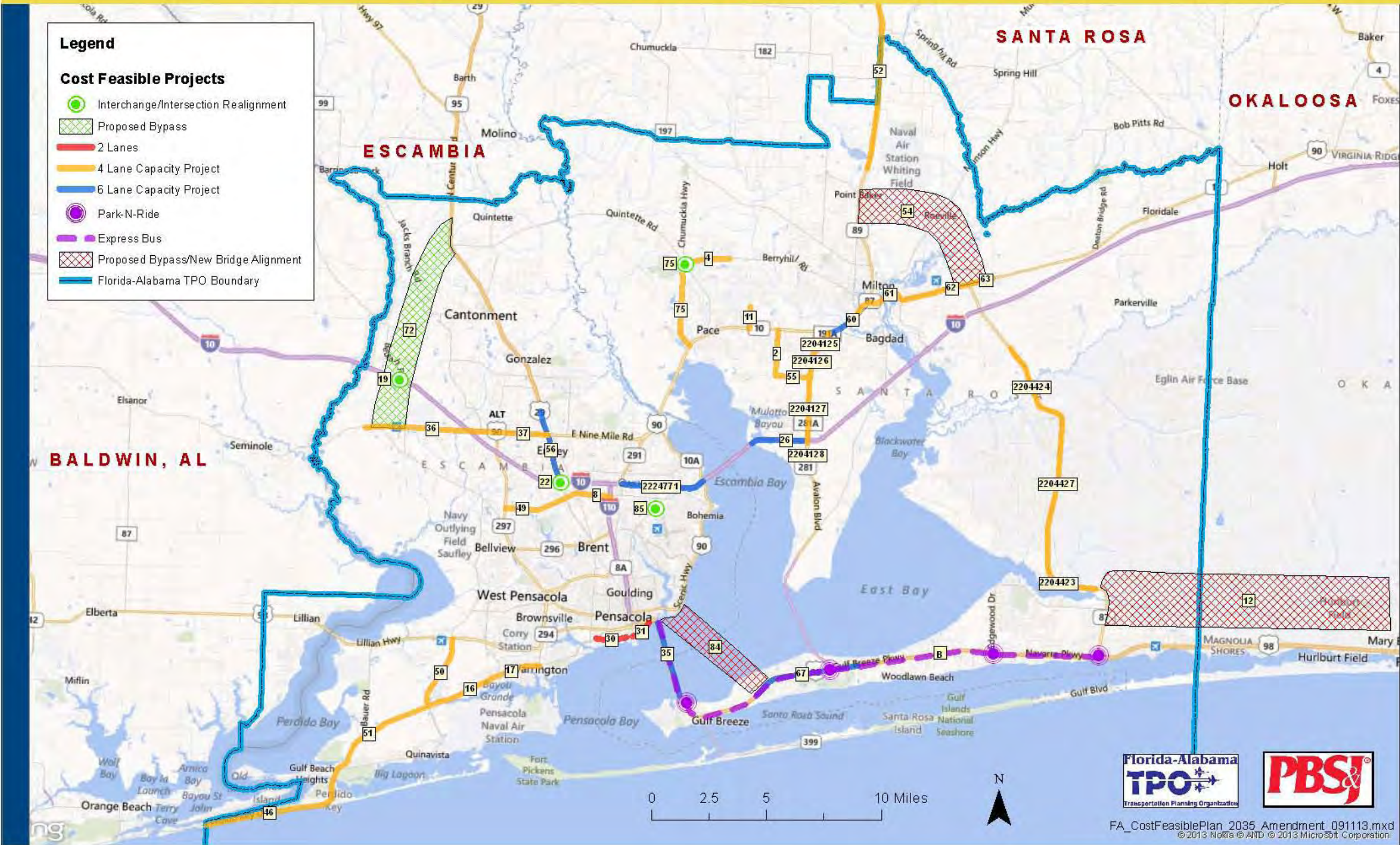
**West Florida Regional Planning Council
Staff to the Florida-Alabama
Transportation Planning Organization**



December 2013

This report was financed in part by the U.S. Department of Transportation, Federal Highway Administration, the Florida Department of Transportation, and local participating governments, in partial fulfillment of UPWP Work Task C.2

Adopted Cost Feasible Plan Projects - Modified October 4, 2013



Transportation Blueprint 2035 Cost Feasible Plan

Modified October 4, 2013

Project ID	Roadway Corridor	From	To	Project Description	Total Project Cost (2010)	2014-2015	TIP Projects (2010-2015) ¹				2016-2020				2021-2025				2026-2030				2031-2035				Grand Total ³
						PE/PDE	PE/PDE	ROW	CST	Total	PE/PDE	ROW	CST	Total	PE/PDE	ROW	CST	Total	PE/PDE	ROW	CST	Total	PE/PDE	ROW	CST	Total	
SIS/FIHS Cost Feasible Plan Projects																											
56 (2186031)	US 29	I-10	Nine and a 1/2 Mile Road	Provide 6 Lanes of Capacity	50,873,376			13,333,004		13,333,004			37,540,372	37,540,372							-	-					37,540,372
2204423	SR87	N of Five Forks	Eglin AFB Boundary	Provide 4 lanes of Capacity	23,812,554				23,812,554	23,812,554																	
2224771 ²	SR8 (I-10)	SR291 Davis Hwy	SR10A (US90) Scenic Hwy	Provide 6 Lanes of Capacity	50,407,360		1,357	6,905,813	43,500,190	50,407,360																	
22	I-10 (SR 8) @ US29 (SR 95)			Modified Interchange	5,289,682		858,000			858,000							4,431,682	4,431,682									4,431,682
2204427	SR 87	Eglin AFB Boundary	2 miles S. Yellow Bridge	Provide 4 lanes of Capacity	24,592,452			530,000	24,062,452	24,592,452																	
2204424	SR 87	2 miles S. Yellow Bridge	CR 184 (Hiclory Hammock Road)	Provide 4 lanes of Capacity	37,905,460								37,905,460	37,905,460													37,905,460
19 (4331131)	I-10 (SR8) @ Beulah Rd			New Interchange	79,367,221		2,025,000			2,025,000	5,524,444		5,524,444														5,524,444
26 (4130623)	I-10	Escambia Bay Bridge	Avalon Boulevard	Provide 6 Lanes of Capacity	46,279,557		3,976,280	12,056,002		16,032,282							13,607,988	47,894,970	61,502,958								61,502,958
	Totals				318,527,662		\$6,860,637	32,824,819	91,375,196	131,060,652	5,524,444		75,445,832	80,970,276			13,607,988	52,326,652	65,934,640								103,475,012

Project ID	Roadway Corridor	From	To	Project Description	Total Project Cost (2010)	2014-2015	2010-2015				2016-2020				2021-2025				2026-2030				2031-2035				Grand Total	
						PE/PDE	PE/PDE	ROW	CST	Total	PE/PDE	ROW	CST	Total	PE/PDE	ROW	CST	Total	PE/PDE	ROW	CST	Total	PE/PDE	ROW	CST	Total		
Other Arterial/TMA Cost																												
Feasible Plan Projects																												
2204125	SR281 Avalon Blvd	Commerce Road	SR10 (US90)	Provide 4 lanes of capacity	10,095,980					10,041,925	10,095,980																	
2204126	SR281 Avalon Blvd	N of CSX R/R Bridge	S of Commerce Road	Provide 4 lanes of capacity	7,563,303					7,563,303	7,563,303																	
2204127	SR281 Avalon Blvd	S of Moor's Lodge	N of CSX R/R Bridge	Provide 4 lanes of capacity	13,788,203					54,007	13,734,196	13,788,203																
2204128	SR281 Avalon Blvd	SR8 (I-10)	S of Moor's Lodge	Provide 4 lanes of capacity	8,845,842					49,858	8,795,984	8,845,842																
30	Main Street	Barrancas Avenue	Baylen Street	Improve to 2 Lane Facility	6,930,802								554,464				554,464	831,696	-	304,858	1,136,554			3,930,835	3,930,835			5,621,853
31	Bayfront Parkway (SR 196)	Tarragona Street	Chase Street	Improve to 2 Lane Facility	4,687,006								374,961				374,961	562,441			562,441			-	3,749,605	3,749,605		4,687,007
8	Burgess Road (SR 742)	US 29 (SR 95)	I-110 Overpass	Realign to Provide 4 Lanes of Capacity	26,381,898					1,100,000	1,100,000			5,000,000			5,000,000			2,599,386	2,599,386			17,571,845	17,571,845			25,171,231
37 (2186052)	Nine Mile Road (US 90A)	SR 297 (Pine Forest Road)	US 29 (SR 95)	Provide 4 Lanes of Capacity	14,141,218						2,445,465	2,445,465				10,300,000	10,300,000											10,300,000



36	Nine Mile Road (US 90A)	US 90 (SR 10A)	SR 297 (Pine Forest Road)	Provide 4 Lanes of Capacity	64,620,499		1,520,000			1,520,000	6,009,571				6,009,571								6,147,541		6,147,541	12,157,112	
49	Pinestead-Longleaf Connector	SR 297 (Pine Forest Road)	US 29 (SR 95)	Provide 4 Lanes of Capacity	26,529,174											6,136,095	6,136,095									6,136,095	
16	Gulf Beach Highway (SR292)	SR 173 (Blue Angel Parkway)	Fairfield Drive (SR727)	Provide 4 Lanes of Capacity	36,668,308									6,307,332		6,307,332										6,307,332	
17	Gulf Beach Highway (SR292)	Fairfield Drive (SR727)	Navy Boulevard (SR295)	Provide 4 Lanes of Capacity	21,112,056									3,631,494		3,631,494										3,631,494	
46	SR 292 (Perdido Key Drive)	South end of ICWW Bridge	North end of ICWW Bridge	Provide 4 Lanes of Capacity	18,620,868													5,123,249		5,123,249						5,123,249	
52	SR 87 North	CR 87A (Langley St)	TPO Urban Area Boundary	Provide 4 Lanes of Capacity	38,633,657																2,520,847			2,520,847		2,520,847	
54	SR87 Connector	SR87 South	SR87 North	New 4 Lane Facility (w/ 1 interchange)	178,916,247					14,714,314				14,714,314												14,714,314	
60	US 90	Avalon Boulevard (SR 281)	SR87 North (Stewart Street)	Provide 6 Lanes of Capacity	21,859,132									13,791,867		13,791,867						5,122,951	25,774,590	30,897,541		44,689,408	
61	US 90	Glover Ln/Old Hwy 90	Airport Road	New/Realigned 4 Lane Capacity	55,489,136																4,310,061					4,310,061	
62	US 90	Airport Road	SR87 South	Provide 4 Lanes of Capacity	17,365,118									2,675,839		2,675,839										2,675,839	
63	US 90	SR87 South	S.A. Jones Rd	Provide 4 Lanes of Capacity	39,691,699													7,190,525		7,190,525						7,190,525	
67	US 98	Bayshore Drive	Portside Drive	Provide 6 Lanes of Capacity	51,945,419									12,573,964		12,573,964							32,091,516		32,091,516	44,665,480	
85	Langley/Tip pin/9th Avenue			Major Intersection Improvement	28,070,339					2,074,968													6,147,541			8,222,509	
72	US29 Connector (New Road)	US90 (SR10)	US29 (SR95)	New 4 Lane Facility (w/ 1 interchange)	211,671,034																	6,830,908				6,830,908	
75 (4219941)	Woodbine Road (CR197A)	US90 (SR10)	Five Points Intersection	Provide 4 lanes of Capacity and Intersection Realignment ⁷	38,184,733				1,000,000	1,000,000																1,000,000	
46 (4210111)	SR 292 (Perdido Key Drive)	Alabama State Line	Gulf Beach Highway / Innerarity Point Road	Provide 4 lanes of capacity	96,851,600		1,366,000			1,366,000					2,000,000		2,000,000									3,366,000	
50 ⁶ (4210121)	SR173 Blue Angel Pkwy	SR292 Sorrento Road	SR30 (US98)	Provide 4 lanes of capacity	55,879,050						1,367,080															1,367,080	
51 ⁶ (4210112)	Sorrento Road (SR292)	Gulf Beach Highway / Innerarity Point Road	Blue Angel Parkway	Provide 4 Lanes of Capacity	65,659,094						1,367,080															1,367,080	
NA	Box \$130,000 Annually for Corridor Management Studies			Corridor Management Studies	2,600,000					900,000	781,841			781,841	917,160		917,160	1,078,261		1,078,261	1,250,000				1,250,000	4,027,262	
NA	Box \$1,500,000 Annually for Corridor Management Plan Improvements			Corridor Management Improvements	28,500,000		602,000		5,700,000	6,302,000	1,639,344	1,261,034	7,566,204	10,466,582	1,923,077	1,479,290	8,875,740	12,278,107	2,260,870	1,739,130	10,434,783	14,434,783	2,663,934	2,049,180	12,295,082	17,008,196	54,187,668
	Totals				1,113,008,382		4,691,865	2,445,465	29,230,180	37,267,510	18,064,924	8,995,194	17,866,204	34,945,937	16,849,039	29,845,121	17,916,079	47,761,200	15,652,905	1,739,130	35,687,068	37,426,198	17,575,750	51,558,729	38,069,672	89,628,401	209,761,736



Florida Department of Transportation
FY 2011, 2012
State Transportation Improvement Program

SR 87 Connector

07/30/2010 14.48.50
07/01/2010 19.26.15
GEOGRAPHIC DISTRICT 03
ADOPTED PLAN

FLORIDA DEPARTMENT OF TRANSPORTATION
STATE TRANSPORTATION IMPROVEMENT PROGRAM
FISCAL YEAR 2011

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HIGHWAYS

ITEM NO	DESCRIPTION	TYPE OF WORK	EXIST/IMPROVE/ADD (LANES)	FUND	PRELIMINARY ENGINEERING	RIGHT-OF-WAY	RAILROADS & UTILITIES	CONSTRUCTION	GRANTS & MISC.
*****	*****	*****	*****	*****	*****	*****	*****	*****	*****
COUNTY	RDWY ID	PROJ LGTH	FISCAL YR	FUND	ENGINEERING	RIGHT-OF-WAY	RAILROADS & UTILITIES	CONSTRUCTION	GRANTS & MISC.
4153657	SR 281								
	GARCON POINT BRIDGE	BRIDGE NO. 580174							
	SANTA ROSA	TOLL PLAZA							
58170000	3.496 MI	2	0						
		2011	DIBC		55,000	0	0	0	0
4153721	SR 89 ALABAMA STREET								
	FROM S CITY LIMITS OF JAY TO SR 4								
	SANTA ROSA	RESURFACING							
58060000	1.126 MI	2	0					3,150	0
		2011	DIH		0	0	0		
4155811	SR 8 (I-10)								
	BLACKWATER RIVER BRIDGE	BRIDGE NO. 580168							
	SANTA ROSA	BRIDGE-REPAIR/REHABILITATION							
58002000	.589 MI	4	0					1,000	0
		2011	DIH		0	0	0		
4167481	SR 87								
	FROM N END OF CLEAR CK BR TO ALABAMA STATE LINE								
	SANTA ROSA	PD&E/EMO STUDY							
58050000	20.768 MI	2	2						
		2011	DIH		7,320	0	0	0	0
4167493	SR 87S / SR 87N								
	CONNECTOR NEW ALIGNMENT								
	SANTA ROSA	PD&E/EMO STUDY							
58050000	7.914 MI	4	4						
		2011	DIH		938	0	0	0	0
4167484	SR 87								
	PD&E STUDY - EXPANSION								
	SANTA ROSA	PD&E/EMO STUDY							
58000000	8.450 MI	0	0						
TCSP-033-U		2011	TCSP		3	0	0	0	0
T129-348-R		2011	S129		2	0	0	0	0
** ITEM TOTALS **					5	0	0	0	0

07/12/2011 14.03.29
 07/01/2011 17.24.14
 GEOGRAPHIC DISTRICT 03
 ADOPTED PLAN

FLORIDA DEPARTMENT OF TRANSPORTATION
 STATE TRANSPORTATION IMPROVEMENT PROGRAM
 FISCAL YEAR 2012

 HIGHWAYS

ITEM NO	DESCRIPTION	TYPE OF WORK	EXIST/IMPROVE/ADD (LANES)	FISCALYR	FUND	PRELIMINARY ENGINEERING	RIGHT-OF-WAY	RAILROADS & UTILITIES	CONSTRUCTION	GRANTS & MISC.
4153721	SR 89 ALABAMA STREET FROM S CITY LIMITS OF JAY TO SR 4	RESURFACING	2	2	0					
58060000	1.126 MI	2012	DIH			0			2,919	0
4167481	SR 87 FROM N END OF CLEAR CK BR TO ALABAMA STATE LINE	PD&E/EMO STUDY	2	2	0					
58050000	20.768 MI	2012	DIH			2,255			0	0
4167483	SR 87S / SR 87N CONNECTOR NEW ALIGNMENT	PD&E/EMO STUDY	4	4	2					
58050000	7.914 MI	2012	DIH			1,887			0	0
4169371	SR 10 (US 90) FROM CR 197A WOODBINE RD TO SR 281 AVALON BLVD	RESURFACING	5	5	0					
58010000	6.177 MI	2012	DIH			0			305	0
4212431	SR 10 (US 90) OVER WHITE RIVER BRIDGE NO. 580055	BRIDGE REPLACEMENT	2	2	0					
58010000	.544 MI	2012	BNR			82,145			2,013,303	0
			DIH						137,480	0
			ACBR						7,132,901	0
4801-048-P		2012	BNR			82,145			7,892,240	0
			BNR						17,175,924	0
		** ITEM TOTALS **								
4212441	SR 10 (US 90) OVER BASS HOLE COVE BRIDGE NO. 580057	BRIDGE REPLACEMENT	4	2	0					
58010000	.418 MI	2012	DIH			41,082			6,332,732	0
4801-049-P		2012	ACBR			41,082			6,332,732	0
		** ITEM TOTALS **								

Florida-Alabama TPO
FY 14-18
Transportation Improvement Program

SR 87 Connector

Florida- Alabama Transportation Planning Organization
Status Report for Ongoing Projects

	FDOT Project #	Project Description	Limits	Total Remaining Project Cost (2010 \$)	PD&E	Design	ROW	CST	Comments
1	218605-2	9 Mile SR 10 (US 90A)	SR 297 Pine Forest to SR 95 (US 29)	\$13,778,350	Update Underway (Escambia County Funded)	Underway (Funded in FY09 in FY 09-13 TIP with State / Federal Funds)		LRTP CFP in FY 16-20 with State / Federal Funds	Escambia County is currently doing a PD&E Update. Design was funded as a separate project phase in FY 2009; this appeared in the FY 09-13 TIP.
2	421012-1	SR 173 Blue Angel Parkway	SR 292 Sorrento Rod to SR 30 (US 98)	\$31,422,595	Underway (TRIP Funded in FY 07-11 TIP)	Underway (TRIP Funded in FY 07 in FY 07-11 TIP)	LRTP CFP in FY 10-15 with \$15,000,000 in TIF Funds and in FY 16-20 with \$1,367,080 in State/ Federal Funds	LRTP CFP in FY 16-20 with \$36,000,000 in TIF Funds	Carry-over table added to LRTP Cost Feasible Plan to illustrate when PD&E and Design were funded.
3	421011-2	SR 292 Sorrento Road	Innerarity Point Rd to SR 173 Blue Angel Pkwy.	\$70,003,134	Underway (TRIP Funded in FY 06 in FY 06-10 TIP)	Underway (TRIP Funded in FY 08 in FY 08-12 TIP)	LRTP CFP in FY 10-15 in FY 10-15 with \$20,000,000 in TIF Funds and in FY 16-20 with \$1,367,080 in State/ Federal Funds	LRTP CFP in FY 21-25 with \$40,300,000 in TIF Funds	Carry-over table added to LRTP Cost Feasible Plan to illustrate when PD&E and Design were funded.
4	421014-1	Pinestead- Longleaf Connector	SR 297 Pine Forest to SR 95 (US 29)	\$26,529,174	Underway (TRIP Funded in FY 06 in FY 06-10 TIP)	Underway (TRIP Funded in FY 08 in FY 08-12 TIP)	LRTP CFP in FY 10-15 with \$8,000,000 in LOST Funds	\$8,200,000 in LOST Funds and in FY 21-25 with \$8,136,095 in State / Federal Funds	
5	218429-1 / 218404-1	Burgess Road (Realign and widen)	From SR 95 (US 29) to I-110 Overpass (Creighton Rd)	\$26,381,898	Update Underway (Escambia County Funded)	Funded in FY 12 in FY 12-16 TIP (State / Federal Funds)	Funded in FY 13/14 in the FY 14-18 TIP	LRTP CFP in FY 21-25 & 26-30 with State / Federal Funds	
6	416748-1	SR 87	Whiting Field to Alabama State Line	\$73,905,117	Underway (Funded with State / Federal Funds in FY 09 in 09-13 TIP)	LRTP CFP for FY 31-35 *only segment from Whiting Field to TPO boundary* (State / Federal Funds)			Project #4167482, SR 87 from the end of Clear Crekk Bridge to South Coldwater Creek, is now in the FDOT Work Program with \$1,000 for Design in FY 11/12 and \$3,345,645 for Design in FY 12/13. The TIP Amendment will be presented to the TPO for approval in March.
7	222476-1	I-10 & SR 95 (US 29)	Interchange	\$22,500,000	Re-eval Underway (funded with State / Federal funds in FY 07 in FY 07-11 TIP)	\$200,000 for 40% design of interim improvements			Funding listed for design is within current contract for re-evaluation; project being designed is an interim phase of the overall project.
8		Langley / Tippen / 9th Ave.	Major intersection improvement	\$28,070,339	Underway (county funded)	LRTP CFP for FY 16-20 (State / Federal Funds)	LRTP CFP in FY 31-35 with State / Federal Funds		
9	421011-1	SR 292 Perdido Key Drive	Alabama State Line to Innerarity Point Rd.	\$53,490,767	Underway (TRIP Funded in FY 09 in FY 09-13 TIP)	Funded in FY 14/15 FY 14-18 TIP	LRTP CFP in FY 16-20 with TIF Funds	LRTP CFP in FY 21-25 with TIF Funds	

10	416748-3	SR 87 N/SR 87 S Connector New Alignment	Area defined by 3 points: 1). North of Clear Creek Bridge, 2). Intersection of US 90 and Glover Lane, 3). Intersection of US 90 and SR 87S	\$178,916,247	Underway (Funded with State / Federal funds in FY 10 in FY 09-13 and 10-14 TIPs)	LRTP CFP in FY 16-20 with State / Federal funds	Funding for ROW is outside of current 2035 LRTP	Funding for Construction is outside of current 2035 LRTP	Project is currently Priority 19 in Non-SIS Project Priorities. It is estimated that ROW may begin in 2041-2050 and Construction may begin in 2046-2055. Funds are anticipated to be Federal/State funds.
11		I-10 & Beulah Rd. Interchange		\$98,729,840	Underway with Local Funds	LRTP CFP in FY 16-20 with LOST Funds			Feasibility study concluding. This was funded with a Federal earmark and Escambia County local funds. PD&E and IIR to begin with Escambia County funds.
12		Escambia / Santa Rosa Beltway							This project is in the planning phase & is a project in the NWPCA Master Plan. The 2035 LRTP shows it as a need outside 2035.
13	220403-1	SR 87	SR 30 (US 98) to SR 10 (US 90)		Yes (2000)				Phase 62 currently open. All segments except through Eglin AFB are under construction or completed.
14	220436-1	Hwy 90 & Avalon Blvd			Yes (1996)	Plans complete 2004			Design done under 22-412-2. ROW in 2035 CFP in the 2021-2025 time period. Design will need update before construction.
15	220440-1	SR 30 (US 98)	Bayshore Rd to Portside Dr.		Yes (2002)	FY 08,09, and 10	Funded in FY 14/15 in the FY 14-18 TIP		
16		SR 727 Fairfield Drive	Lillian Highway to Mobile Highway (10A)		Yes (1999)				
17	416748-4	SR 87 PD&E Study Expansion	US 90 Capacity Improvements from intersection of US90/Glover Lane to intersection of US 90/SR 87S	\$72,854,254	Underway (Funded with State / Federal funds in FY 14 in 10-14 TIP)	LRTP CFP in FY 21-25 and 31-35 with State / Federal funds	Funding for ROW is outside of current 2035 LRTP	Funding for Construction is outside of current 2035 LRTP	Project is currently Priority 13 in Non-SIS Project Priorities. It is estimated that ROW may begin in 2036-2045 and Construction may begin in 2041-2050. Funds are anticipated to be Federal/State funds.

Projects shaded in yellow are currently in draft form and are expected to adopted at June 2014 TPO meeting as part of a LRTP amendment.

TABLE 2: FY14-18 NON-STRATEGIC INTERMODAL SYSTEM (NON-SIS) PROJECT PRIORITIES

PROJECT NAME	FROM	TO	IMPROVEMENT	Phases in Green are Cost Feasible with State/Federal Funds in the 2035 LRTP - Red phases are NOT Cost Feasible with State/Federal Funds	PRIORITY RANKING
ITS Master Plan Projects	\$1,230,000 Annually (\$1,230,000 for for 20 years = \$24,600,000)				1
Corridor Management Plan/Studies	\$130,000 Annually				2
Corridor Management Projects	\$1,500,000 Annually				3
Public Transportation Capital Improvements	\$300,000 Annually				4
Bicycle/Pedestrian Projects	\$350,000 Annually				5
Traffic Signal Coordination	\$300,000 Annually				6
Nine Mile Road	Pine Forest Rd	US 29	4 lanes	ROW - Funded FY14/15 Project # 2180652 Construction	7
Burgess Road	US 29	I-110 Overpass	4 lanes	ROW Construction	8
Pinestead-Longleaf Connector	Pine Forest Rd	US 29	4 lanes	ROW - Funded FY14/15 with Local Funds Project # 4210141 Construction	9
SR 87 North	CR 87A (Langley St.)	TPO Urban Boundary	4 lanes	DESIGN - Funded FY12/13 Project #4167482 ROW Construction	10
US 90	Glover Lane	SR 87 South	4 lanes	PD&E Design ROW Construction	11
US 98	Bayshore Drive	Portside Drive	6 lanes	ROW Construction	12
US 90	Avalon Boulevard	Stewart Street	6 lanes	ROW Construction	13
Nine Mile Road	I-10	Pine Forest Road	4 lanes	DESIGN ROW Construction	14
Gulf Beach Highway	Fairfield Drive	Navy Boulevard	4 lanes	DESIGN ROW Construction	15
Gulf Beach Highway	Blue Angel Parkway	Fairfield Drive	4 lanes	DESIGN ROW Construction	16
Sorrento Road	S. end of ICWW Bridge	N. end of ICWW Bridge	4 lanes	DESIGN ROW Construction	17
Sorrento Road	N. end of ICWW Bridge	Blue Angel Parkway	4 lanes	ROW- Funded FY15/16 with Local funds Project # 4210112- Priority for additional state/federal ROW funding Construction Cost Feasible with Local Funds Only	18
SR 87 Connector	SR 87 South	SR 87 North	4 lanes	DESIGN ROW Construction	19

Florida-Alabama TPO
FY 09-13
Transportation Improvement Program

SR 87 Connector

TPO Transportation Improvement Program												
Capacity Projects			PROJECT NAME	Five Year Programmed Costs	PHASE	FUND TYPE	Funding By Fiscal Year				COMMENTS	
FDOT ID#	TPO NAME	COUNTY					FY2009	FY2010	FY2011	FY2012		FY2013
ITEM			TERMINI DESCRIPTION									
4097922 PNMC20117b 7	FLORIDA-ALABAMA Santa Rosa		SR30 (US 98) Corridor Mgmt Improvement Projects Corridor Improvement - Countywide	\$2,250,000	58 CST	DS	\$750,000	\$750,000				MPO Priority No. 1B - LAP Project - Funded based on adopted project priorities
4097921 PNMC20117a 8	FLORIDA-ALABAMA Santa Rosa		SR10 (US 90) Corridor Mgmt Improvement Projects Corridor Improvements - LAP project	\$99,002	58 CST	DS		\$71,804				Funded based on adopted project priorities -
4167483 9	FLORIDA-ALABAMA Santa Rosa		SR 87 S / SR 87 N Connector New Alignment (to include US 90) PD&E study for new alignment of new connection between SR 87S & SR 87N @ the intersection of US 90 to within the vicinity of Whiting Field	\$2,613,046	21 PD&E 22 PD&E 22 PD&E	DIH HIP S129	\$5,000 \$2,118,046 \$490,000					Federal Earmarks Programmed – HPP 3903 (F296) remaining funds of \$2,118,045 and section 129 earmark from Appropri. Act 2008 (F348) \$490,000
2204125 10	FLORIDA-ALABAMA Santa Rosa		SR 281 Avalon Blvd, Add lanes and reconstruct From south of Commerce Rd to SR 10 (US90)	\$14,473,151	52 CST 52 CST 56 56 61 CEI 62 CEI	HPP HPP DS DIOH SU SU	\$720,000 \$208,100	\$10,400,116 \$2,597,578 \$123,687 \$1,351,770				This project will be a July letting & was broken out of 2204123; construction for a multi-use 4 lane – Phase 1; Design and ROW under 2204121 per MPO request 12/2008; o acres mitigation; EMO with 2204361
2204126 11	FLORIDA-ALABAMA Santa Rosa		SR 281 Avalon Blvd, Add lanes and reconstruct From north of CSX R/R Bridge to south of Commerce Rd	\$11,292,378	52 CST 61 CEI 62 CEI	FSF1 EB FSF1	\$9,802,832 \$92,378 \$1,397,168					ARRA Project - Construction for multi-lane phase 2 with appr bike/ped features – Design and ROW under 2204121 per MPO request 12/2008--0 acres mitigation; EMO with 2204361
4167484 12	FLORIDA-ALABAMA Santa Rosa		SR87 PD&E Study - Expansion Study to includes area defined by the following 3 points: 1) North of Clear Creek Bridge, 2) Intersection of US90 and Glover Ln, 3) Intersection of US90 and SR87S	\$475,000	22 PD&E	TCSP		\$475,000				Funds from 2009 Discretionary Earmark per HR1105
4079382 13	FLORIDA-ALABAMA Escambia/Santa Rosa		Pensacola/Santa Rosa Pedestrian Actuated Signal Project Traffic Signals	\$1,909,497	31 PE 32 PE 52 CST 61 CEI 62 CEI	DIH SU SU SU SU		\$5,000 \$300,000 \$603,350 \$79,039 \$120,670	\$627,550 \$59,788 \$114,100			MPO Priority #1; split out from 4079381.